

LOUISVILLE JOURNAL

For the Louisville Journal.

THE LOUISVILLE AND NASHVILLE RAILROAD
AND THE TENNESSEE RIVER RAILROAD.

The Postmaster-General having caused to be published in the papers of this city the following telegram:

POST-OFFICE DEPARTMENT,
WASHINGTON, Dec. 25, 1862.

The Louisville and Nashville Railroad having refused to carry mail after the 1st of January for compensation authorized by law, the service will be suspended on that and its branch roads from that date.

GEORGE W. MCLELLAN, P. M. Gen'l.

Note: That the public may not be misled by the telegram, the following is submitted:

On the 30th November, 1861, the Postmaster-General made the publication required by law for proposals for carrying the mails over the roads of the State of Kentucky, and on the 1st of December, 1861, a printed copy of which was received by the Louisville and Nashville Railroad Company. The attention of the Company was called to routes No. 564, 565, and 564, on which routes the company were then carrying the mails by rail under previous contracts.

No. 564 is the route between Louisville and Clarksville, via the Ohio River, all the post-offices on the route beyond the Lebanon Junction and to leave Louisville daily at 5:10 A. M., and arrive at Nashville by 2:20 P. M.

Route No. 565 is the route from Louisville by the Branch to Lebanon to supply all the offices on the route from Louisville to Lebanon, and to leave Louisville daily, Sundays excepted, at 6 A. M., arrive at Lebanon at 11 A. M.

No. 564 is the route on the Memphis Branch from Bowling Green to the Tennessee State line, a distance of 51 miles, for a daily service, with fixed time and place of arrival. The Louisville and Nashville Railroad Company were then also operating the branch to Bardstown, arriving and departing at a different time from that of the main line and Lebanon Branch.

The Company did not bid for the routes separately, but made a gross bid of \$40,750 for the entire service on all the routes, including the one to Bardstown, with the consent of the officers of that branch.

The officers informed bid that decisions would be made by the 1st of July, 1862, yet the Company received no notice of the acceptance or rejection of their bid. After the 30th June, 1862, when the contracts with the Company were terminated, the mails were sent to the Company's depots, and were received and forwarded as before, and the letter of the 3d July written to the Department, and the Department's reply of the 9th July promptly received.

OFFICE LOUISVILLE AND NASHVILLE RAILROAD CO.,
LOUISVILLE, Ky., Oct. 25, 1862.

Hon. G. W. McLELLAN, Esq., 2d Ass't P. M. G.

Dear Sir: This Company is in receipt of your 5th inst.

During the last contract, after connection was made with Louisville through the road was elected by State of Tennessee, the mail was carried twice daily each way.

The mail was then again carried twice daily each way, because of the want of passenger cars and because the Government would not allow the Company to have the transportation of freights.

The Company could run two daily trains each way with profit, and if peace prevailed, or they had adequate protection, would run the two daily

trains on the 1st of July, 1862.

The Lebanon Branch in all respects is operated as a separate road, and can't be otherwise operated without loss to the Company.

The fourteen miles of road beyond the Lebanon Junction and to Clarksville belong to a separate Company, which we were operating under a temporary arrangement which could be terminated on ten days notice, and which we have not operated since the capture of Clarksville and the destruction of the bridge on the fourteenth miles and on our branch.

We have not regained our Main Line in Tennessee, and last Sunday had a bridge burnt down.

In the present aspect of the pending civil war our Board are not willing to make a contract for the term of four years, but for this we have submitted an offer to transport the mails on the main line and Lebanon and Memphis branches for the gross sum of \$40,000.

The Company are satisfied the Department accepted the last contract fairly and justly according to its terms, and are now entitled to compensation for the double service.

Very truly yours,

JAMES GUTHRIE, President.

Post-Office Department, Contract Office, Washington, July 9, 1862.

Sir: Your letter of the 2d instant is received. The contract bid submitted by the Louisville and Nashville Railroad Co. for the transportation of the mails over the various lines of railroad under their control has not been accepted by the Department. It is expected, however, that the Company will consider the last contract fairly and justly according to its terms, and are now entitled to compensation for the double service.

Very truly yours,

JAMES GUTHRIE, President.

Post-Office Department, Contract Office, Washington, Sept. 16, 1862.

Sir: Yours of the 10th inst. is received to day. It does not appear to the Postmaster-General to be responsive to my letter of the 2d instant.

The Department, having rejected the bid of the Louisville & N. R. Co., for the transportation of the mails over the various lines of railroad under their control, and the Company having declined the counter proposal, the Department and given notice that the mail would not be transported after the 1st October last, and requesting the Department to make other arrangements, and the Department having requested that the Company should make other arrangements, and the Department having requested that the Company should resubmit their bid, it is believed the Department could be induced from your return, which request the Company complied with, since which the Department renewed the same proposition the Company accepted, and again requested the Department to make thereby full compensation for the loss of the 1st October last, and the renewed proposition again declined, with a request that the Department should make other arrangements for the transportation of the mails, to which the Company have agreed.

This is given to the Department notice that the Company will refuse to receive and transport the mails from and after the last day of this month, and would be pleased that other arrangements be made.

The Company are not willing to transport the mails at the former contract price, nor to take the Department's offer, nor to continue to transport the mails without knowing what the Department's offer is, and the Company requests that the last letter was not replied to, and the Company relieved from their obligation in that behalf.

JAMES HARLAN, Esq., Attorney.

Bardstown, Jan. 1, A. D. 1863.

ASTROLOGY.

Look Out! Good News for All!

THE NEVER-FAILING MADAME ISABEL SNELL is the best. She succeeds when all others failed. All who are in trouble; all who have been disappointed, vexed, and harassed, and disappointed, crushed, and blasted by false promises and schemes, will find her the best.

In love affairs she never fails. She shows you the single to a happy marriage. Her art has been sold in demandable instances, and the results are most satisfactory.

She is a good fortune teller, and has a good record.

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